MUNICIPALITY OF PORT HOPE

HERITAGE DESIGNATION

Address: 10 Hayward Street

Known as: The Little Station

Architectural Style: Vernacular

Date Built: circa 1855 (MOVED)

Date Designated: February 18, 1980 to By-Law No. 9/80, SCHEDULE B-2

Lot Description: LOT 8, CON 1



Architectural Description

Despite its small size, the Little Station has many interesting features reflecting the architecture used in a number of mid-nineteenth century railway stations. The roof is marked with a finial and a drop at both gable peaks. It has a low pitch roof with a three-foot overhang. Seven attractively shaped supports (four on the south side and three on the north side) meet the roof rafters. There also used to be some cresting running along the ridgepole. There are five double sash windows and a door; three windows on the north side, one on the east, one on the west, and the one on the south. The door is located on the south side with a four-pane transom above. The windows are six-over-six. Four inch chamfered strappings divide the exterior walls of the building into decorative panels of diagonal match boarding.

Historical Abstract

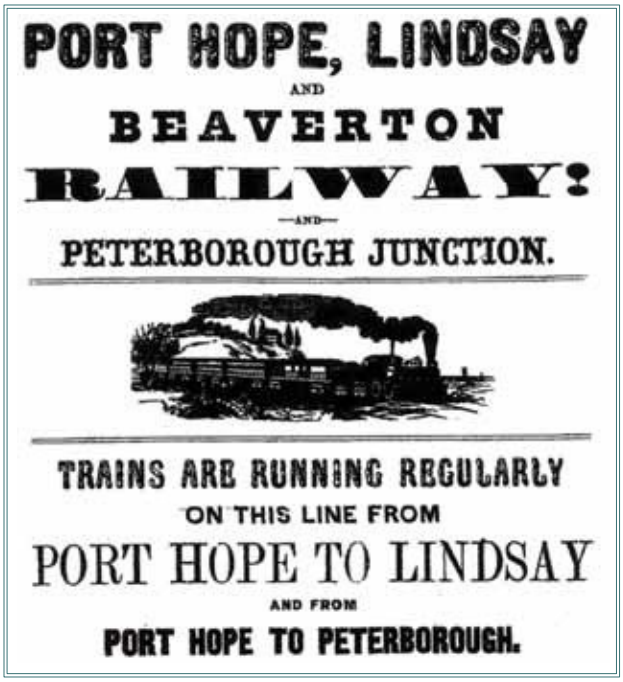
The history of the Little Station is uncertain, and there are several theories that have developed over the years. Historians have suggested that the building is a whistle stop station constructed in the mid 1850's for the Port Hope, Lindsay and Beaverton Railway which was opened from Port Hope to Lindsay in 1857 and extended during the following twenty one years to reach Peterborough, Lakefield, Orillia, Waubaushene and finally Midland. It was renamed the Midland Railway of Canada in 1869, and merged with the Grand Trunk Railway in 1884. At this time, the station was moved from its original location to adjacent to the Port Hope Grand Trunk Railway Station some time after 1884.

The Little Station has many interesting features reflecting the architecture used in a number of mid-nineteenth century railway stations. The gable roof is marked by finials at both peaks and a low pitch roof with substantial overhangs held up by handsome brackets. The windows are six over six and the door on the south side was topped with a transom window. Similar ornamentation was found on stations at Fenelon Falls, Birdsall, and Peterborough.

It has also been suggested that it was Port Hope's first railway station for the Grand Trunk Railway and that as passenger service increased it became too small, the present stone station was built, and the Little Station was relegated to being used as a baggage shed located east of the new station. When it was no longer needed it was given to a railway employee who moved it to his own property. Later slated for demolition, the station was rescued and given to the Architectural Conservancy of Ontario, Port Hope branch which moved it to its present location.

While the Little Station's exact history may never be known, its function as a railway building has never been questioned. It stands preserved as a reminder of early transportation in Upper Canada, and the evolution of the railway.

Historical Ad



An ad from 1865 for the Port Hope, Lindsay and Beaverton Railway



Architectural Detail

Four inch chamfered strappings divide the exterior walls of the building into decorative panels of diagonal match boarding.